

MAG MANAGEMENT COMMITTEE MEETING

January 13, 1999

MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Frank Fairbanks, Phoenix, Chairman
Avondale: Ruben Duran for Carlos Palma
*Buckeye: Joe Blanton
Carefree: Jon Pearson
*Cave Creek: Kerry Dudek
Chandler: Lloyd Harrell
El Mirage: Leonard Rivera for Maggie Reese
*Fountain Hills: Paul Nordin
Gila Bend: Carl Stephani
*Gila River Indian Community: Urban Giff
Gilbert: Kent Cooper
Glendale: Ed Beasley for Martin Vanacour
Goodyear: Doug Sanders for Stephen Cleveland
*Guadalupe: Luis Gonzales
Litchfield Park: Robert Musselwhite

Mesa: Mike Hutchinson for Charles Luster
Paradise Valley: Tom Martinsen
Peoria: Terry Ellis
Queen Creek: Cynthia Seelhammer
Salt River Pima-Maricopa Indian Community:
David Easchief
Scottsdale: Roger Klingler for Dick Bowers
Surprise: Mike Branham for Dick McComb
Tempe: Gary Brown
Tolleson: Ralph Velez
Wickenburg: Fred Carpenter
Youngtown: Lloyce Robinson
ADOT: Victor Mendez for Mary Peters
Maricopa County: Tom Buick for David Smith
RPTA: Ken Driggs

*Those members neither present nor represented by proxy.

OTHERS PRESENT

Kevin Adam, Mesa
Eric Anderson, MAG
Dianne Barker, Citizen
James M. Bourey, MAG
Peggy Carpenter, Scottsdale
Blue Crowley, Citizen
Valerie Day, MAG
John Farry, MAG
Clinton Garrett, House of Representatives
Dale Hardy, Phoenix
Don Herp, Phoenix
Phil Hubbard, Peoria
Jim Huling, Tempe
John Hunter, Deloitte & Touche
Terry Johnson, MAG
Bryan Jungwirth, RPTA
Debbie Kohn, Avondale
Carol Kratz, MAG
Patrice Kraus, Chandler
Reyes Medrano, Tolleson
Leon Manuel, Building Codes Committee
Chairman

Jeff Martin, Mesa
Ken Martin, Glendale
Scott Miller, RPTA
Michael Munroe, Apache Junction
Norris Nordvold, Phoenix
Jyme Sue Olson, RPTA
Mark Peterson, BRW
Chris Plumb, MCDOT
Art Rullo, MAG
Tami Ryall, Gilbert
Audrey Skidmore, MAG
Dennis Smith, MAG
Marc Soronson, SR Beard & Associates
Kelly Taft, MAG
Lisa Takata, Phoenix
Chris Thomas, Glendale
Gordon Tyus, MAG
Rita Walton, MAG
Paul Ward, MAG
Shauna Warner, Tempe
Haskell Wexler, Citizen
Harry Wolfe, MAG

1. Call to Order

The meeting was called to order by Vice Chairman Lloyd Harrell, Chandler, at 12:05 p.m.

Vice Chairman Harrell introduced proxies Victor Mendez for Mary Peters from ADOT, Ruben Duran for Carlos Palma from Avondale, Leonard Rivera for Maggie Reese from El Mirage, Ed Beasley for Martin Vanacour from Glendale, Doug Sanders for Stephen Cleveland from Goodyear, Tom Buick for David Smith from Maricopa County, Mike Hutchinson for Charles Luster from Mesa, and Roger Klingler for Dick Bowers from Scottsdale.

2. Approval of the December 7, 1998 Meeting Minutes

Mike Hutchinson moved, Ken Driggs seconded, and it was unanimously carried to approve the minutes of the December 7, 1998 Management Committee meeting.

Vice Chairman Harrell announced that an updated summary transmittal for agenda item #17, Recommendation to Support Uniformity in the Adoption of Building Codes, is at each place.

3. Call to the Audience

Vice Chairman Harrell noted that we have a timer to assist the public with their presentations, which have a three minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. He said that at the end of the three minute time period, the red light will come on. Members of the audience who wish to speak fill out a card and give it to the MAG staff who will bring it to the Chairman.

Vice Chairman Harrell stated that public comment is provided at the beginning of the meeting for non-agenda items. He indicated that for the action items on the agenda, public comment will be taken when the item is heard. Public comments are limited to three minutes.

Vice Chairman Harrell recognized public comment from Dianne Barker. Ms. Barker requested that agenda items #7, #11, #12, #13, and #14 be tabled for further investigation before recommendation. She said the short range transit plan, as well as the other agenda items, does not have reasonable public funding for the TIP or LRTP. Ms. Barker stated that the MIS is subject to funding plans before conformity for which the study is now using this money. She commented that for agenda item #7, according to 23 USC et seq, the pass through of \$100,000 from RPTA to MAG's FHWA contract amendment needs FHWA approval before MAG is allowed to alter it. She mentioned that she is awaiting an answer to her January 8, 1999 letter to Frank Fairbanks.

Vice Chairman Harrell thanked Ms. Barker for her comments and recognized public comment from Blue Crowley. Mr. Crowley stated that the cities will stand to lose \$238 million and the county \$297 million if the car tax initiative passes. Mr. Crowley stated that at the Valley Vision 2025 Committee meeting, a motion and resolution was passed that he is a part of the 2025 subcommittee. Mr. Crowley stated that at a Valley Vision 2025 meeting he was not allowed to sit with the subcommittee. He said that the public is a part of the process. Mr. Crowley stated that his questions on the Final Phase Opportunity Report were not answered. He said his documentation was not handled as the

documentation of others was handled. He noted he has not received a response to the letter sent to Mr. Johnson. Vice Chairman Harrell thanked Mr. Crowley for his comments.

4. Executive Director's Report

James M. Bourey stated he would address four items of interest at the meeting today.

Mr. Bourey introduced Barbara Goldberg, of Steptoe and Johnson, who will serve as MAG's General Counsel. Mr. Bourey stated that Steptoe and Johnson was put on retainer after an RFP was issued. He noted that she was previously the Deputy City Attorney to the City of Scottsdale and has extensive municipal experience.

Mr. Bourey stated that there will be a hearing held at Phoenix City Hall on Census 2000. Mr. Bourey stated he and a number of officials will testify at the hearing. He noted that a number of invitations have been sent out for the Census kickoff taking place on Wednesday, January 20, 1999 at 3:30 p.m. in downtown Phoenix. Mayor Giuliano, Mayor Rimsza and the Regional Director of the Census will be among the speakers.

Mr. Bourey mentioned two state legislative bills that we will be watching. HB 2033 provides \$25,000 for a study committee to examine the criteria ADOT uses to determine transportation programming. He indicated HB 2181 proposes to reassign the regional transportation planning to ADOT and establish an urban planning division.

Mr. Bourey stated that the informational materials from the Regional Council Retreat are at each place. He commented that excellent discussion and good suggestions were received at the Retreat.

Chairman Fairbanks thanked Mr. Bourey for his report and asked if there were any questions or comments.

Leonard Rivera stated that MAGIC has been a big help to his community on the census. He expressed thanks to staff for an outstanding job. Mr. Bourey thanked Mr. Rivera and remarked that MAGIC is exceeding revenue projections for the year and we are very pleased with the progress. Terry Ellis stated that the Executive Director's Report for 1998 Accomplishments presented at the Regional Council Retreat is very good.

5. Approval of the Consent Agenda

Chairman Fairbanks noted that agenda item #8, Update of the Maricopa Association of Governments Regional Aviation System Plan, has been removed from the consent agenda and will be heard.

Chairman Fairbanks recognized public comment from Dianne Barker, who requested that agenda item # 7 be tabled for further investigation before recommendation. She noted that we need to look at the code 23 USC et seq. MAG needs FHWA approval before amendment. She stated that we need to determine the modes of transportation.

Chairman Fairbanks recognized public comment from Blue Crowley, who stated that he appreciates the red letter notification process. He commented that the process only allows for right of way purchase up to ten years ahead of scheduled construction and recommends an extension of this time

period. This lead time extension will be more efficient and effective. Mr. Crowley stated that he agrees with Ms. Barker to table agenda item #7. He commented that Parsons Brinckerhoff Quade & Douglas has not done right in this community. Alan Wilkin never gave an honest answer. He commented that there is no standard industry specifications for bus benches and facilities. Chairman Fairbanks thanked Mr. Crowley for his comments.

Ken Driggs moved, Fred Carpenter seconded, and it was unanimously carried to recommend approval of the consent agenda items #6 and #7.

6. Red Letter Notifications

In June 1996, the Regional Council approved the revised Red Letter process. This process separates Red Letter notifications and advance acquisition requests. The modified process calls for Red Letter notifications received by MAG from ADOT to be placed on the consent agenda of the Transportation Review Committee, the Management Committee and the Regional Council for information and discussion only. Upon request they could be removed from the consent agenda and returned for action. For advance acquisition requests the process was modified to allow ADOT to proceed with advance right-of-way acquisitions up to \$5 million in the funded corridors. However, any change in funding limits for advance acquisitions would constitute a material cost increase as well as a change in freeway priorities and therefore would require review by the Fiscal Analysis Unit and action by the Management Committee and Regional Council.

7. Amendment of Consultant Contract for Model Enhancements

The Management Committee recommended, by consent, to provide transportation model enhancements for the RPTA by amending the MAG contract with Parsons Brinckerhoff Quade & Douglas to add \$100,000 which increases the total contract from \$183,000 to \$283,000. The Regional Public Transportation Authority is providing funding to MAG to make enhancements to the MAG transportation mode choice model. This information will be used to support the Central Phoenix/East Valley Light Rail Transit preliminary engineering and environmental impact statement work effort and required documentation for the Federal Transit Administration. MAG currently has the firm Parsons Brinckerhoff Quade & Douglas under contract to make enhancements to the mode choice model. The additional funding from the RPTA (\$100,000) would increase the current contract with Parsons Brinckerhoff Quade & Douglas from \$183,000 to \$283,000.

8. Update of the Maricopa Association of Governments Regional Aviation System Plan

Harry Wolfe stated that as the Metropolitan Planning Organization for the Phoenix Metropolitan Area, MAG is responsible for maintaining a regional aviation system plan to meet the long term air transportation needs of the region in a safe and efficient manner. Mr. Wolfe noted that the first MAG RASP was adopted by the Regional Council in September 1979 and updated in June 1986 and December 1993. He indicated that in December 1996, the Regional Council approved the findings of an implementation study to carry out the RASP recommendations. Changing conditions have prompted the need to update the 1993 RASP, and the Regional Council authorized the submission of a funding application to the Federal Aviation Administration as a part of the FY 1998 Unified Planning Work Program.

Mr. Wolfe said that FAA staff has recently indicated that the grant application to update the MAG Regional Aviation System Plan was not funded during the first half of the year because competing construction projects had a higher priority. More funds will become available in March of this year.

Chairman Fairbanks commented that this agenda item is not for action. Mr. Bourey stated that the Regional Council could pass a motion in support of funding for the RASP.

Mike Branham asked the total dollar amount of the project. Mr. Wolfe replied \$250,000 overall.

Chairman Fairbanks noted that he had a public comment card turned in, but since the item is not for action, no public comment would be heard.

9. Valley Vision 2025 Update

Mr. Bourey noted that a briefing of Valley Vision 2025 is at each place. He stated that the committee met on January 6, 1999. The committee decided not to meet in February so that the nine subcommittees could continue to focus their efforts on completion of their first draft reports, due on March 31. Mr. Bourey said the next committee meeting is scheduled for March 3, 1999. Mr. Bourey noted that the subcommittees have met three to five times and he is pleased with their progress. He gave an overview of the subcommittees' focus areas. Mr. Bourey noted the second quarter budget report has been given and noted that continued grant efforts are being made. He remarked that an electronic newsletter has been sent out to committee members and collaboratives. Mr. Bourey noted that a community survey brochure has been completed, of which an electronic copy will be posted on the website. He said that 20,000 of a total of 100,000 have been printed for the collaboratives to hand out in their communities. The brochure will also be printed in Spanish.

10. Transportation Planning/Programming Update

Mr. Bourey stated that MAG has been working with ADOT and RPTA to arrive at a cooperative funding estimate for the Transportation Improvement Plan. He indicated that we arrived at an agreement for an additional \$483 million to our current program. Mr. Bourey stated that this brings us a long way and will enable acceleration of completion of the freeway system by 2007, the Grand Avenue improvements, HOV lanes on the Squaw Peak and Superstition freeways, and other projects. He indicated that we will present a more definite plan with project construction dates at the next meeting. Mr. Bourey stated that meetings with the West Valley Managers and Mayors and the East Valley Managers and Mayors are being arranged to arrive at a consensus plan.

Eric Anderson gave a review of the current freeway program. He referred to the freeway completion by time period map illustrating completion of freeways by 2007, 2008-2011, and 2014 and stated that the revenue and cost numbers have been reviewed by ADOT and their consultant, DMJM. Mr. Anderson remarked that right-of-way and construction costs are going up and we want to move cautiously in completing the system. He noted that we still need funding estimates for 2005, 2006, and 2007. Based on fair share, we need to use these figures to move ahead with our planning. Mr. Anderson stated MAG will meet with ADOT to discuss financing opportunities and the completion of the freeway system. Mr. Anderson remarked that the farther out a project is, the more quickly its completion is able to be accelerated. He noted that the priority of projects will be maintained.

Chairman Fairbanks expressed appreciation for staff's and ADOT's work on the funding estimate. He asked when the draft overall plan would be presented. Mr. Anderson replied next month.

11. Short Range Transit Plan

Scott Miller stated that the Short Range Transit Plan is prepared and updated annually by the Regional Public Transportation Authority for MAG. The plan's contents include an overview of the performance and operating characteristics of the public transit services provided in Maricopa County. Mr. Miller indicated that the process for plan formulation included RPTA staff contacting each MAG member agency during the plan's development in an attempt to develop an accurate and complete plan. The degree of assistance provided by RPTA staff depends primarily on the status of each individual local plan. Mr. Miller stated that some local governments had already developed local plans, while others were assisted with technical staff support including community involvement activities. The plan has been restructured significantly in the past three years at the directive of MAG Regional Council and Management Committee. Mr. Miller commented that the SRTP is intended to provide public sector decision-makers, federal government officials and citizens with a summary of local and regional planned transit system improvements and to provide a guide in which to develop and enhance transit services.

Chairman Fairbanks recognized public comment from Blue Crowley, who asked how many agencies did not have bus service. He noted that Queen Creek had none and Surprise had two Dial-A-Ride routes. He stated that this plan does not go out far enough. Referring to page 24 of the SRTP, he noted that there are 5,923 bus stops, 996 passenger shelters, and 1,230 benches in the region. He said these numbers vary from those given by the City of Phoenix. Mr. Crowley stated this is not a regional plan. Chairman Fairbanks thanked Mr. Crowley for his comments.

Chairman Fairbanks recognized public comment from Dianne Barker, who stated that she has read the plan. She commented that in 1990, the Citizens Advisory Committee arrived at how to get around affordably in the Valley. Ms. Barker noted that the public has not been made fully aware of what we can do to improve transit. She commented that rail is expensive. Ms. Barker stated that we already have the information, but we need to put it together. Chairman Fairbanks thanked Ms. Barker for her comments.

Ken Driggs moved, Lloyd Harrell seconded, and it was unanimously carried to recommend approval of the Short Range Transit Plan contingent upon a finding of conformity by MAG of the TIP with the applicable state and Federal air quality implementation plans.

12. MAG Fixed Guideway System Study: Draft Report

13. Central Phoenix/East Valley Major Investment Study

14. Phoenix/Glendale Major Investment Study

Chairman Fairbanks stated that we would discuss agenda items #12, #13, and #14 together.

Terry Johnson introduced Mark Peterson, from BRW, Inc., who gave a presentation on various transit options explored in the MAG Fixed Guideway System study. Mr. Peterson stated that the MAG Regional Council approved undertaking the MAG Fixed Guideway System Study in May 1996 to

analyze options for potential inclusion of a fixed guideway element in the MAG Long Range Transportation Plan. The Central Phoenix/East Valley Major Investment Study and the Phoenix/Glendale MIS have proceeded in parallel with the system study. He indicated it is important in the regional decision making process that consideration of the MAG Fixed Guideway System Study proceeds in parallel with the MIS's. On December 1, 1998, the Transportation Review Committee recommended that the MAG Fixed Guideway System Study be accepted to support the conclusions of the Central Phoenix/East Valley MIS and the Phoenix/Glendale MIS and to provide support material to update the transit element of the MAG LRTP. He said the TRC recommendation was subject to final comments being incorporated into the document. Comments have been incorporated into the final draft including modeling adjustments to the base case plan.

Mr. Peterson stated that, as a base, the Fixed Guideway System Study recommends a 39-mile light rail transit routes focused on serving central activity centers and an expansion of express bus service to connect outlying areas to central activity centers. As input to ongoing efforts to update the MAG Long Range Transit Plan and as background service to the recommended alternative, the study also recommends a tripling of local bus service, major expansion of downtown circulators, commuter bus connections to outlying communities, improvements to bus stops, and a tripling of Dial-A-Ride service.

Doug Sanders asked if the plan would be updated as conditions change. Mr. Bourey replied that as the Long Range Transportation Plan is updated, the Fixed Guideway Plan would be updated also. Chairman Fairbanks commented that fundamental elements would be added as time goes on.

Marc Soronson, from Steve Beard & Associates, gave a presentation on the Central Phoenix/East Valley MIS and the Phoenix/Glendale MIS. Mr. Soronson stated that a Major Investment Study has been completed for the Central Phoenix/East Valley corridor. The City of Phoenix, in cooperation with the Federal Highway Administration, the Federal Transit Administration, MAG, the Regional Public Transportation Authority, and the cities of Tempe, Mesa, and Glendale have undertaken a series of transportation studies to address travel demand and mobility in the region. He said the MIS was one component of the studies and identifies transportation improvements designed to reduce existing and future traffic congestion, improves mobility options, and provides transportation alternatives in the corridor linking central Phoenix with the cities of Tempe and Mesa. He noted that on December 1, 1998, the Transportation Review Committee recommended including the Central Phoenix/East Valley MIS into the draft 1999 Update of the MAG Long Range Transportation Plan for an Air Quality Conformity Analysis subject to updating the transit funding plan. Mr. Soronson stated the Central Phoenix/East Valley MIS recommends a 22 mile, at-grade light rail transit system extending from Central Avenue and Camelback Road in Phoenix to downtown Mesa. Downtown Phoenix and downtown Tempe would also be served by the system. The capital cost of the initial 20 mile section is estimated at \$326 million.

Mr. Soronson stated that the Phoenix/Glendale MIS has been completed. The study area generally extends from Peoria Avenue to Camelback Road and from 19th Avenue to Grand Avenue. The City of Phoenix, in cooperation with the Federal Highway Administration, the Federal Transit Administration, MAG, the Regional Public Transportation Authority, and the cities of Tempe, Mesa, and Glendale have undertaken a series of transportation studies to address travel demand and mobility in the region. He said the MIS was one component of the studies and identifies high capacity transportation investments that will improve mobility and provide transit options in the corridors linking Metrocenter and downtown Glendale with central Phoenix. A secondary purpose was to determine whether light rail transit planned in the Central Phoenix/East Valley corridor should be extended into the Phoenix/Glendale study area.

On December 1, 1998, the Transportation Review Committee recommended including the Phoenix/Glendale MIS into the draft 1999 Update of the MAG Long Range Transportation Plan for an Air Quality Conformity Analysis subject to updating the transit funding plan.

The Phoenix/Glendale MIS recommends the addition of two at-grade, light rail transit corridors to the MAG Long Range Transportation Plan. The first corridor would extend from Central and Camelback in Phoenix to the Metro Center area. The second corridor would extend from 19th Avenue along Glendale Avenue to downtown Glendale. In total, a 12 mile LRT system is recommended at a cost of \$295 million.

Kent Cooper asked if alignments had been considered to extend south from the planned route to the east valley. Mr. Soronson replied that a connection from Mesa Drive to Chandler is considered for the next phase. He said that the options would be kept open as to the best location on the east side. Mr. Soronson stated the MIS advanced the Christown/Mesa route as the backbone. Mr. Cooper asked when other cities would be able to participate. Mr. Soronson replied fairly rapidly, once we are into the environmental studies. Chairman Fairbanks stated that all cities in the Valley are able to participate, but money is the real issue. If a city can afford a MIS, it will come out ahead.

Chairman Fairbanks recognized public comment on agenda items #12, #13, and #14 from Dianne Barker. Ms. Barker stated that all cities have documents of extensive transit plans. In the early 90's, the RPTA updated the CAC one or two times. Ms. Barker commented that we have the plans, and need to use them.

Chairman Fairbanks recognized public comment from Mr. Crowley, who stated that rail on Grand Avenue between Thomas and Camelback was not considered.

Bob Musselwhite moved, Fred Carpenter seconded, and it was recommended to accept the MAG Fixed Guideway System Study, to include the Central Phoenix/East Valley Major Investment Study in the draft 1999 Update of the MAG Long Range Transportation Plan for an Air Quality Conformity Analysis subject to updating the transit funding plan, and to include the Phoenix/Glendale Major Investment Study in the draft 1999 Update of the MAG Long Range Transportation Plan for an Air Quality Conformity Analysis subject to updating the transit funding plan. Victor Mendez did not vote.

15. Pedestrian Design Update

Leslie Dornfeld stated that the purpose of the Design Assistance Program is to demonstrate implementation of the MAG Pedestrian Area Policies and Design Guidelines, adopted by the Regional Council in 1995. Since the initiation of the Program in 1996, five design assistance projects were begun. All but one project, the Camelback East Village Primary Core Pedestrian Circulation Plan, are complete. Ms. Dornfeld said that solutions were designed for the Bell Road Bridge crossing at Skunk Creek Wash in Glendale, traffic and pedestrian conflicts on West Fifth Street in Tempe, mid-block crossings at bus stops or canals at Elliot and Warner Roads in Tempe, a safer pedestrian environment in the Government Mall in Phoenix, and retrofitting auto-oriented shopping centers to encourage walking in the Camelback East Village primary core pedestrian spine.

Ron Tatisiore, from e-group, stated that improved crossing at the Skunk Creek Wash in Glendale is an interim solution to increase pedestrian safety. He noted that pedestrian crossings can be expensive and this route was developed as a low cost alternative for access over the wash.

Karen Heaps and Angela Dye stated that signage will help direct pedestrians to various features, and increased lighting and bulb outs will raise the level of pedestrian safety in the Government Mall. Ms. Heaps and Ms. Dye said that traffic calming and enhanced pedestrian facilities at Tempe West 5th Street would increase pedestrian safety. They noted that two levels of improvements, enhanced and minimum, including median areas for pedestrians, signs, striping, lighting, and other devices to increase alert pedestrians to the crossing and alert drivers to pedestrians, were designed for the Tempe Mid-block Crossing.

Ms. Dornfeld stated that an additional \$150,000 in design assistance will become available this year, mostly through enhancement funds. Ms. Dornfeld thanked Mike Branham, Chairman of the Pedestrian Working Group, for all of his support. Chairman Fairbanks thanked Ms. Dornfeld and the consultants and asked if there were any questions.

16. Initiation of MAG Videoconferencing Project

Harry Wolfe stated that MAG has established a Teleconferencing and Telecommuting Program to improve communication among member agencies, allow for more productive use of staff resources and relieve traffic congestion and air pollution. He said the first phase of this program is a Videoconferencing Project to produce an implementation plan for videoconferencing in the region. The project is being guided by the MAG Telecommunications Advisory Group, or MAGTAG. On December 9, 1998, the Regional Council approved the selection of Norstan, Inc. to undertake the videoconferencing project. Mr. Wolfe commented that the Regional Council reinforced support for the Videoconferencing project at their annual retreat on January 8, 1999.

Mr. Wolfe indicated that to insure that we have the proper perspective of each member agency on the Videoconferencing Project, a letter was forwarded to MAG managers requesting that they review their jurisdiction's representation on the MAGTAG, and notify MAG of any additional individuals who should be consulted.

Mr. Wolfe stated the technical needs assessment phase will last approximately four months, and recommendations should go to the Regional Council in July, 1999. He noted that \$974,000 in federal funds will be allocated to purchase videoconferencing equipment and cover one year's operating costs. He indicated that the success of the project depends on each agency to identify technical and policy contacts who will commit to attending meetings and reviewing work, and commitment to house, implement, and operate the videoconferencing equipment. Chairman Fairbanks thanked Mr. Wolfe for his report and asked if there were any questions.

Lloyce Robinson asked if the Management Committee meetings could be held from agency offices instead of coming into Phoenix for meetings. Mr. Wolfe stated that is the ultimate goal. Ruben Duran asked for clarification on the timeline. Mr. Wolfe replied that the consultants would visit each jurisdiction in the next few months, their recommendations should go to the Regional Council in July and implemented by the end of the year.

17. Recommendation to Support Uniformity in the Adoption of Building Codes

Leon Manuel, Chairman of the MAG Building Codes Committee, stated that the Building Codes Committee was established in 1968 to encourage and promote uniformity in the interpretation and enforcement of building, mechanical, plumbing and electrical codes adopted by its members. On November 18, 1998, the MAG Building Codes Committee recommended adopting the 1997 Uniform Building Code, the 1997 International Conference of Building Officials (ICBO) Mechanical Code, and the 1996 National Electrical Code to demonstrate support for uniformity. Mr. Manuel indicated that at the December 15, 1998 MAG Valley Building Codes Stakeholders meeting, the need for regular input from elected officials and building industry representatives in the development of building codes was emphasized and the importance of uniformity in the adoption and enforcement of building codes was also raised. Mr. Manuel noted that on December 16, 1998, the MAG Building Codes Committee recommended that member agencies set July 1, 1999 as a target for adopting the 1997 Uniform Building Code, 1997 ICBO Uniform Mechanical Code, and the 1996 NEC Amendments Building Codes.

Fred Carpenter moved, Doug Sanders seconded, and it was carried to recommend support of uniformity in building codes by adopting the Uniform Building Code, 1997 Edition Volumes I, II and III, the ICBO Uniform Mechanical Code 1997 edition, and the National Electric Code, 1996 with a target for adoption by July 1, 1999. Ken Driggs and Victor Mendez did not vote.

Chairman Fairbanks asked if there were any further discussion. Hearing no discussion, and there being no further business, the meeting was adjourned at 1:45 p.m.

Chairman

Secretary